

UNIONS WANT R. R. RATES CUT

Brotherhoods Will Demand That Roads Reduce Tariffs Before Cutting Workers' Wages.

By NORMAN HAFGOOD.

In the railway wage dispute the unions have decided on their first line of defense. They have taken the advice of eminent counsel, and have decided to fight on the theory that they have an equity by which the roads are bound.

MUST SLASH RATES.
The roads were allowed the present rates on condition that wages should be raised to where they are now. Therefore, a lowering of the rates must precede any lowering of wages, and the lowering of rates must be to the full extent of the increase permitted.

Such is the theory on which the legal fight of the unions will be made. The difficulty in making any progress in the railway wage dispute is in the distrust that each side has of the other. Labor feels that the capitalists are out to do up the unions. Many of the railroad managers feel that labor will not do anything to lower the cost of operation.

Everybody here is afraid of the subject, but it is being given more serious consideration than any other domestic topic. When President Harding had his first general consultation at dinner last Monday night, the subject of the railroad problem was given out about railroad rates, but among the guests were the chairman of the Senate committee and the chairman-designate of the House committee that have especially to do with the railroad problem.

MESSAGE LIKELY.
When Congress meets in special session next month it is expected that the President will send in a message on the railroad question. Senator Cummins will introduce his bill forcing the roads into combinations by zones, with rates so fixed that the weak roads are kept alive by the strong ones.

It is known, however, that Senator Cummins and nearly everybody else concerned realizes that such changes are merely last moment efforts to save private ownership, and that Government control is inevitable.

Some of the newspapers have received the movement described by me two days ago as if it were a comet to the Plumb plan. That is to miss the most important element of the new plan, which is to avoid the delay, litigation and high cost of taking the roads under the right of eminent domain, by the device of a holding company which would enable the owners of the railroads to get out of dangers voluntarily while the getting is good.

The whole conception is based on the belief that even the financiers themselves are about ready to face the inevitable and welcome a smooth path to security.

Of course, it comes hard to the financiers. They have been accustomed to using the railroads as an essential part of their control of industry and finance in general. If they loosen their grips on the roads, there will be a big industry in the United States on which their grip will not thereby be loosened.

In connection with the payment of \$20,000,000 to the roads out of the public treasury, now facing us, it is charged by the brotherhoods that the roads have been diverting repairs from their own shops to help repair shops, with which they financially overlap, do the work at higher cost.

The controversies over the use of heater and refrigerator cars to favor the larger shippers at the expense of the smaller ones, the financial crises, if the financiers give up willingly all their indirect power, it is because they think they have to.

STEAM AGE NEAR ITS END.

The age of steam will be one hundred years old in 1930. Perhaps it will be celebrated from the day that the steam age will have come to an end. The roads are fighting against their enemies, but the greatest of these are electricity and oil.

And their old enemy, water, is after them hard again. President Averil L. Harriman, of the American Ship and

MRS. SIDNEY A. WILLIAMS, of New York, with her pet "Snookie," who recently arrived from Europe. "Snookie," weighing a pound and a quarter, sported a hood and cloak, especially designed to protect him from the Atlantic's icy winds.



Commerce Corporation, was down here recently asking the Shipping Board to take its boats out of business.

The plant is that the Government boats are destroying the privately owned lines, and that together they are helping to destroy the railroads. A railroad president, down here to look over the situation, put it this way:

"Seventeen lines of ships are now going through the canal. They draw freight for the Pacific Coast from farther West than Pittsburgh. Copper went from Butte, Mont., in December via Seattle to Perth Amboy, N. J., at a rate which saved the Rockefeller \$7.40 per ton."

"The Southern Pacific within a few weeks has been compelled to make a rate to compete with this water traffic."

"Fruit comes from Southern California to Philadelphia in twenty-one days in refrigerator ships, with no need of pre-cooling, as is required in railway shipment."

"The country has put four billion dollars of national money into ship and five hundred million into the canal. At first it subsidized the railroads with grants, and is now subsidizing them with guarantees. Thus one Government appropriation, on water, kills another Government appropriation, on railroads."

Within a few weeks representatives of the Union Pacific and of the Northern Pacific have been down here asking the Interstate Commerce Commission to suggest a way out.

HOOVER ON U. S. OWNERSHIP.

When people get rattled over a situation they often take satisfaction in denying what nobody has said. For example, I wrote an article last week one point in which was that if Mr. Hoover is made the successor to Judge Payne, as director general of railroads, as seems likely, he will be long before he faces an extremely serious situation, which many people believe leads toward Government control.

Thereupon, a lot of newspapers entertained themselves by replying that Mr. Hoover does not believe in Government ownership. Certainly he does not, and will do all he can to save private ownership. That does not mean that he can do it.

If you think he does not realize the seriousness of the situation, read these words, spoken last summer, before the roads were in as bad a situation as they are now:

"The development of our transportation, fuel, power and water, under private initiative, has been one of the stimuli that have created the greatness of our people. It has been the greatest of our achievements. The problems were more local and filled with speculative profits."

"There, however, arises a time when this haphazard development must be coordinated in order to secure its best results to the nation as a whole. This system has given us a 50 per cent result. If we are to have a hundred per cent we must have a grander conception and national guidance."

Also Mr. Hoover said this: "At the present moment our inability to move the commodities of the nation is a real emergency. It is increasing the cost of distribution and has placed a tax on the American people in decreased production and increased cost of distribution. It is all the taxes imposed by the war."

The very central point of my article, which stirred up such a riot, was that the plan described was not a plan to force anybody, but merely to be ready with a workable scheme to save the property of the investors, if the roads make up their minds that they cannot be fed out of the Treasury any longer, that they cannot pay their own way, and that they do not know how to get on peaceably with labor.

Perhaps it may interest you to know that the President of the United States when he was a Senator, although he heartily disbelieved in public ownership, nevertheless prophesied that before long it would come to pass.

Whatever the squalling may be, a way out must be found, and it will not be a way that leaves the railroads a tool of the financial interests and at the same time makes the public subsidize them.

Some of the railroad managers think they have got the unions down now and can end them, because there are so many men out of employment. A few wiser managers want to proceed to a real cooperation, instead of a temporary victory sure to breed radicalism and sabotage, and they have small chance of persuading the bourgeois majority.

It is perfectly obvious that there can be no peaceable and promising solution unless the roads openly proclaim their acceptance of the union principle. If they would proclaim it, it would be a real cooperation, instead of a subterfuge, the unions might be brought to reasonable concessions about hours and wages.

But if the open shop closed to unions is to prevail, there can be nothing but a long fight ahead, hastening the end of private control of transportation.

Wants 8-Hour Day in N. Y.

ALBANY, March 14.—An eight-hour day for workers in all mills, factories and manufacturing establishments is proposed in a bill introduced in the legislature. Assemblyman McKee

FIGHT FOR SHIP BOARD BERTHS

Pro-British Interests Charged to Allen, Candidate From Gulf Coast.

Pro-British interests, said to be injecting themselves into the fight for appointments to the U. S. Shipping Board, are muddying the political waters for Gulf Coast Senators.

William Allen of New Orleans, one of the strongest candidates for the Gulf Coast who is seeking recognition from President Harding, is proving a bone of contention to Senator Fletcher of Florida, Ransdell of Louisiana, and Sheppard of Texas, Democratic members of the Commerce Committee of the Senate.

OPPOSED TO ALLEN.

Up-State delegations are protesting that Allen, who is secretary of the powerful National Merchant Marine Association, is under the knuckle of British shipping interests. The claim is made that not only is he pro-British in his sympathies, but also in his business connections.

The Gulf Coast Senators, some of whom are strongly in favor of Allen's candidacy, hesitate to push it too far for these reasons. H. H. Haines, Republican, of Galveston, Texas, is a strong contestant for a seat on the Shipping Board, having been mentioned favorably at other times. Another rival is C. E. Dobson, of Pensacola, Fla.

Opposition in the Senate to Fred J. Thompson, of Mobile, who was appointed a member of the board by former President Wilson but never confirmed, opens another situation which will have to be thrashed out. Senator Underwood, of Alabama, the Democratic leader, and Senator Heflin, of that State, are throwing their influence to Thompson as a Democratic member of the board from the Gulf district.

There is no discounting the influence of Underwood as a spokesman for Democratic patronage under the Harding Administration, but it is said that Thompson is objectionable to many Republicans and his confirmation would be very uncertain.

HOPE TO "DITCH" HIM.

Strong influences are being brought to bear for the appointment of Allen, the New Orleans candidate, and his entrance into the fight promises to prove a hard nut for the Democrats to crack. Because of the British element that is entering the campaign, some Senators would like to "ditch" him as a possible appointee, but pressure that is being brought to bear by the powerful marine organization in which he is an important factor, cannot be ignored by Gulf Coast members.

The Pacific Coast also is engaged in a lively contest over the two representatives which the law allows it upon the Shipping Board. Former Senator George E. Chamberlain, of Oregon, Democrat, who was defeated for re-election, is the pivot on which the contest turns.

It is generally conceded that Chamberlain will be given a berth on the board, in which event the chances of California being represented on it will go soaring.

SUPPORT CHAMBERLAIN.
If Chamberlain is appointed by President Harding, it is hardly possible that the State of Washington will not be represented on the board. California members, for this reason, are supporting Chamberlain. Their own candidate is Meyer Lissner, of Los Angeles, prominent lawyer and politician. In the event of Chamberlain's appointment, his nomination appears certain. But a "dark horse" by the name of Col. Charles R. Forbes, of Spokane, Wash., is said to be regarded very favorably by the Senate.

He is an "old friend" of the President and said to be well qualified for appointment to the board.

The Washington delegation is pledged to former Congressman W. E. Humphreys, of Seattle, who has had wide experience with shipping interests and legislation.

Oregon Senators are apprehensive over the Forbes boom. They see in the chance for Chamberlain's chances, though it is known the President is favorably disposed toward the former Oregon Senator. President Harding and Senator Chamberlain are serving on the Senate Commerce Committee.

It is believed that the President could not afford to appoint two members of the Shipping Board from the Northwest, and that of the two who are in close touch with the situation say that California will have to be recognized. That would reduce the choice of the second member to Chamberlain and some other candidate.

DR. JOSEPH T. JOHNSON DIES AT CHERRYDALE

Veteran D. C. Physician to Be Buried Here on Tuesday.

Dr. Joseph Taber Johnson, a practicing physician in this city for fifty years and prominent in national medical circles, died Saturday night at his home in Cherrydale, Va.

Funeral services will be held at 2 o'clock tomorrow afternoon at the home of his son, Dr. Loren E. T. Johnson, 2108 Sixteenth street northwest. Interment will be in Rock Creek Cemetery.

Dr. Johnson was born in Lowell, Mass., and was a graduate of Columbian University and the Georgetown University Medical School, Washington. He also received degrees from Bellevue Hospital, New York, and a number of Indiana schools of medicine.

Five years ago, on the day of his seventieth birthday, which was marked the close of his fifty-year active practicing, he was guest of honor at a dinner given by the Washington Medical Society. He retired from active life soon afterward and went to Cherrydale to make his home.

He was formerly president of the American Gynecological Society and was also president of a number of national and local medical societies. He was a member of the Cosmos and Metropolitan clubs.

Dr. Johnson is survived by two sons, Dr. Loren E. T. Johnson, and Bascom Johnson, of New York city, and two daughters, Mrs. Earl Wheeler, Plainfield, N. J., and Mrs. Frederick Vulte, of Washington.

MRS. HELEN ELWOOD STOKES, principal in sensational New York divorce suit, in which her husband, a millionaire hotel man has named eight co-respondents.



CONFERENCE TODAY ON NEW TARIFF

Mellon and Aids to Meet With Congress Leaders to Draft Revenue Policy.

By J. BART CAMPBELL, International News Service.

With Secretary Mellon and a staff of Treasury Department experts "sitting in," Republican members of the Senate Finance and House Ways and Means Committees began work today on a program of tariff and taxation revision, which it is hoped will meet with the approval of President Harding and the greatly increased Republican majority of Congress.

VIEWS WIDELY DIVIDED.
It is conceded by Republican leaders that if such a program is to be attended by any lasting success, they must first accomplish the difficult task of ironing out of the wide divergence of views on the tariff and domestic taxes prevailing among Republican members of both the Senate and House.

Another acute problem which must be solved is that of effecting practical changes in the existing tariff and internal revenue laws without depleting the enormous revenue required to finance the Government, and increasing the already high cost of living, or interfering with the production and export of American goods so essential to the country's welfare.

The relationship of the domestic to the foreign situation, the serious question of readjusting exchange, and of stabilizing commerce, of assisting both the farmer, the manufacturer and the factory worker, of submerging local or sectional requirements to the needs of the country generally, all enter into the selection of the best methods to be employed to unravel the grave economic and financial problems Congress must deal with.

This afternoon's conference between Secretary Mellon, as the spokesman for the executive branch and the Republican members of the two Congressional committees, upon which devolve the making of revenue-raising legislation will be but a start. Other conferences will follow. It is the intention of the Republican leaders to employ the short recess before the convening of Congress in extraordinary session next month to the consideration of the most practical ways and means of avoiding the legislative breakers ahead. The possibility of a Democratic filibuster, such as contributed to the defeat of the emergency tariff bill in the recent session, is but one of the barriers to be surmounted.

One of the first moves anticipated is the substitution of a sales tax for the excess profits tax. Senator Smoot, Republican, of Utah, a member of the Senate Finance Committee, is engaged on legislation providing for such substitution.

Senator Penrose, Republican, of Pennsylvania, chairman of the committee, has opposed a sales tax as a "general proposition," but stated his "mind is open on the subject. He pointed out such a tax as a means of raising revenue has been as strongly condemned as it has been strongly advocated.

ANTI-DUMPING BILL.
Enactment of an anti-dumping bill to shut out foreign products in excessive quantities, the passage of an emergency tariff bill, the re-enactment of an amended Payne-Aldrich tariff bill, are only some of the many panaceas for existing industrial and business conditions which are being suggested. The four is entertained by some Republican leaders that there will be much talk, but little or no agreement or final action on any of them until the approaching extraordinary session is well under way.

PURE MILK FOR GEORGIA IS STRAUS' LATEST PLAN

ATLANTA, March 14.—Nathan Straus, spending the winter in Georgia and visiting his childhood home, has decided to extend his philanthropy to this State. He has announced that he will give Georgia enough laboratories to fight and eradicate tuberculosis in dairy cattle.

For years Mr. Straus has fostered the humanitarian project of lessening infant mortality due to impure milk. Much has been accomplished by him in the metropolitan districts, but his offer to Georgia is the first time he has extended his generosity to the South.

Anne Urquhart Stillman, with her youngest child, Guy, is barred from the great Stillman country home near Pocantico Hills, where the three other Stillman children, whose rights of inheritance in the great Stillman estate are not questioned in the recently instituted divorce proceedings of James A. Stillman, are living under strict watch.

GATES ARE PADLOCKED.
Mrs. Stillman and little Guy went to Lakeside two months ago, when the situation in the household reached the breaking point. Double padlocks hold the great, iron-barred gate to the estate. Men who are stationed in the stables across the way from the gate and within the interior keep constant watch on all who come and go.

"Mordenne," the Stillman country place, is as a city under siege conditions and it is said that even though Mrs. Stillman decided to visit the old home she would not be permitted to enter the grounds. And it was her home for years. There it was, according to the charge of Stillman, that she received visits from Fred Beauvais, the "Apollo" of the Canadian forests, when he went from his week's work in New York to pass the week-ends far from the city's hum.

Only employees who are loyal to the master of the house, say those about the place, are continued in service on the estate. There was a vague rumor yesterday that the divorce suit might be dropped because of the great publicity that had come, but it seemed to have no foundation other than the fact that counsel for the head of the National City Bank were not ready to appear Saturday for hearing when the Supreme Court at Poughkeepsie waited for their coming.

HANDSOME "STAGE SETTING."
"Mordenne," the handsome property from which the former mistress is kept by the husband who is suing her for divorce, is to be the stage setting for much of the action of the divorce play which will be staged when the court takes up the case.

Many giant trees shade the pretty house which forms the chief attraction of the big place. The country mansion lies on a hillside, and it is just out of sight of the public road. A wide forms the natural topographical separation from the enormous property which makes up the country seat of John D. Rockefeller.

At one time, so the charges assert, Mrs. Stillman established Beauvais as superintendent of the estate. Often, also, says the contention on the husband's part, the Stillman limousine, with Mrs. Stillman and the Indian passengers, went through the shaded avenues on the way to long rides.

During the two years in which Mr. and Mrs. Stillman have lived apart she has made her home at "Mordenne." Only two months ago she departed for Lakeside. Then the three children who first came to the Stillman home were left behind the barred and locked gates. Only little Guy, whose legal guardian is a lawyer named by court order to protect his interests, accompanied the mother.

LOYAL TO MOTHER.
Pocantico Hills folk say that the three remaining children are loyal to their mother; that they do not understand the charges that have been brought against her, and have lived on terms of affectionate intimacy with Stillman in the vast place. The neighborhood information has it that two men and a girl formerly employed on the place will be witnesses in the divorce proceedings. They are expected to tell of meetings between Mrs. Stillman and the Indian guide and of every little incident that could be made a part of the general thread of the story of Mrs. Stillman's friendship for her employee. Not one of them, it is said, has any evidence concerning the position of Guy Stillman in the family far.

Those who live near the estate say that Mrs. Stillman is the possessor of a "witching" type of beauty. She had, they say, temperamental whims and was of impetuous disposition, but they agree that she is a woman of marked mental and educational attainments.

In the case of Mrs. Nelson it was not proved that she alienated the affections of the guide who tended her among the wilds. But the statement was made that she had offered a settlement in order to bring the suit to a termination.

TWO CASES SIMILAR.
The allegations in the two cases are remarkably similar. Mrs. Stillman's guide came to New York when the snows carpeted the northern hills and dates. So did the guide of Mrs. Nelson.

In the latter instance the guide is said to have been employed in the Nelson's town house, 609 West One Hundred and Thirteenth street. Mrs. Stillman's woodsman did not go nearer the home of the woman with whom he is accused than a Fifth avenue sporting goods store—still he did forsake nature for city pavements. Manhattan and Moose Factory—so to speak—met.

Who conquers? Does Manhattan overwhelm the woodsman? Is he a foolish fly come to play in the web of the city, content to look on and to admire the life of which he becomes a victim? Or does the voice of nature pull down the inhibitions of a society woman, make her forget her wealth and position and bring dishonor on her family?

Transplanting trees is not always wise—as woodsman can tell any one who is interested.

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GATES LOCKED AGAINST 'FIFI'

Stillman Bars Wife From Country Estate—Met Her 'Apollo' There, Suit Asserts.

NEW YORK, March 14.—Mrs. Anne Urquhart Stillman, with her youngest child, Guy, is barred from the great Stillman country home near Pocantico Hills, where the three other Stillman children, whose rights of inheritance in the great Stillman estate are not questioned in the recently instituted divorce proceedings of James A. Stillman, are living under strict watch.

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SLAIN BY MOB AS JURORS DISAGREE

Man Accused of Killing Whiskey Guards Hanged to Tree in Kentucky.

VERSAILLES, Ky., March 14.—Richard James, negro, charged with the murder of Ben T. Rogers and Homer Nave at Midway, this county, on October 8 last, was taken from the Woolford county jail by a mob early yesterday and hanged from a tree two miles from this city.

The mob, composed of about fifty men, came to Versailles by automobile. A guard was placed around the jail and four men went to the door, aroused John T. Edgar, the jailer, took his keys and went to the negro's cell, where they overpowered the prisoner. James was taken in a machine to the intersection of the Frankfort and Midway pikes, two miles from Versailles, and hanged to a tree.

The trial of the negro for the murder of Rogers and Nave, who were employed as guards at a Midway distillery, ended Saturday night, when the jury reported to Circuit Judge R. L. Stout that it was unable to reach a verdict. The jury had decided that James was guilty, but could not agree on the penalty.

The two guards were killed while defending the distillery from an attack by a party of armed men who were attempting to remove whiskey. James was said to have been a member of the attacking force.

MRS. WILKINS TO HEAD MT. HOLYOKE COUNCIL

Mrs. Frank G. Wilkins, of the Congressional Hotel, was re-elected president ex-officio of the Mount Holyoke National Graduate Council at the seventh annual convention Saturday at Mount Holyoke College.

South Hadley, Mass. Mrs. Wilkins is president of the National Alumnae Association of Mount Holyoke College. Mrs. Jesse R. Hildebrand, 434 New Jersey avenue southeast, was elected at Mt. Holyoke.

The convention is taking up plans for raising a \$3,000,000 endowment fund.

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